



Aviation Management Council

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Aviation Management Council Meeting October 5, 2004

Present: Mike Martin (chair), Larry Brosnan, Kris Damsgaard, Dave Dash, Bob Galloway, Erin Horsburgh, Rick Mills, Al Rice, Penny Sternberg, Judy Ragain (secretary).

Introductions: Larry Brosnan represented Tony Kern. Dave Dash replaced Mick McCurry as chair of the Aviation Operations Oversight Team. Erin Horsburgh replaced Barb Mahaffey as chair of the Business Management Oversight Team. Penny Sternberg represented Bill Rush on the IRM Committee.

July 29, 2003, Minutes (Mike Martin). The minutes were approved as read and will be put on the Web at <http://www.oas.gov/hq/director/amc/amc.htm>.

Helicopter managers on Type I helicopters. (Larry Brosnan). Fifteen Type I's were contracted for this year and a shortage is anticipated for next year. Consideration is being given to use CWN managers for Type I's on exclusive use contracts or to use one manager for all types. The AMC tasked the Aviation Operations Oversight Team to write the proposal.

Update on NTSB recommendations (Larry Brosnan). Last September all airtankers were grounded. The Dyncorp process is still ongoing. Eight airtankers are up and 2 P2Vs are up on an information-gathering mission. Lockheed wants information from the fire environment. There are probably another 3 to 4 weeks of work being done on the Douglas products. Because of NTSB recommendations, the FS looked at all options to acquire aircraft. The law to transfer military aircraft expires soon; the other option is to buy new aircraft as recommended by the Blue Ribbon Panel. The FS is still looking at an acquisition plan for 20 leadplanes spread over a couple of years.

NTSB second recommendation: Have maintenance people ensure airworthiness. The FS doesn't have the personnel needed to inspect; has considered the operational service life, when bringing back airtankers, for the window when the season starts to know that the aircraft will be airworthy; is putting structural health monitors on all aircraft; is looking to contract for help with the airworthiness issues; and needs interagency help.

USFS positions available (Larry Brosnan). Tony Kern's position: He left about a month ago. As soon as the announcement is out, it will be passed on. The USFS has several other positions in Washington, DC, that need to be filled. Jim Barnett is now the National Training Director.

Business Management Oversight Team (Erin Horsburgh)

1. **FY2005 operations plan.** Erin sent out the 2003 plan and there were no changes. All items are ongoing except one from IRM.
2. **Forms.** The team was working on integrating forms but this fell because it needs IRM system support.
3. **Proposal to assist FS.** Dave Dash: Tom Harbour, USFS, visited and said there is a plan to eliminate a significant number of support positions in the FS, which is looking to AMD for assistance. Mike: We'll look forward to seeing a proposal. Dave: Need to have a discussion about how to acquire aircraft and track costs, etc. Mike: We've already divided up labor to a degree: CWN, etc. Dave: Would like to relinquish airtankers. Suggest each agency take a program.

IRM Committee Report (Rick Mills). Rick gave copies of the report to the AMC.

1. **NWCG IRM Working Team.** Rick Mills and Bill Rush are advisors, and Rick was appointed to the Systems Coordination Group to advise on IT projects. The group is working on projects for fire v. aviation to avoid duplicating applications that might raise red flags when submitted for funding approval.
2. **Moods and trends for future IT projects.**
 - a. **Funding approval/Enterprise Architecture.** Applications are being developed using the Federal Enterprise platform. These guidelines must be adhered to for designing and implementing IT projects.
 - b. **Wildland Fire Modernization Blueprint.** The blueprint is to review systems, determine overlap, and make recommendations on what systems should be retired and integrated. Recommendations may have impact on systems that are used within the fire community and would be difficult if required to combine or eliminate. Rick recommends being proactive instead of reactive, working with teams to make sure that what we're now doing will pass muster with the architectural teams of DOI, and working with FS to be proactive on IT projects. See attachment 3 to the report.
 - c. **Interagency Aviation Business Architecture Team charter.** The intent of the team is to create functional business managers to look at business lines and processes, to set goals and objectives, to endorse projects to the AMC, to request funding, and to look at redundancies in the two agencies in technical services, safety, finance, and acquisitions. Two interagency systems now exist: Safecom and Interagency Aviation Training. The IRM Committee proposed the charter to the AMC for approval. Rick noted that he believes it critical and if we don't do something, it will be done to us, particularly on the DOI side as in the blueprint. He recommended that the business leads be involved in drafting and completing the charter and noted the successful interagency inspector process. The team could review the acquisition proposal that Dave mentioned above (see paragraph 3 above, Business Management Oversight Team). Functional areas could include bureau representative, regional representation, acquisitions, finance, technical services, and anything else that the AMC would deem appropriate. The AMC will present the charter to their organizations and return with comment. DOI will probably have a decision after the February 2005 ABOD meeting. Dave will give it to Tom Light of the Working Team for a response from the bureaus.
 - d. **Update on the IT modernization project.** Beta testing begins this month and runs through March 2005. The Lower 48 Fleet Manager has asked for an evaluation of the standalone fleet maintenance application: Maximo Raptor. The FS was asked whether it wants to be involved in Raptor.
 - e. **A-Suite.** See attachment 5 to the report. Rick noted that this would be a good starting point for the IABAT (see paragraph c above).

Aviation Operations Oversight Team (Dave Dash)

1. **Helicopter managers.** The issue is to maximize the use of helicopter managers. IHOPS will be tasked to present a final recommendation to the AMC. Kris noted that the 310-1 rewrite will be done this winter. Dave said that some leeway is needed in terms of CWN, etc. Larry noted that we will probably see a lot more use of helicopters and more managers will be needed.
2. **Automatic flight following.** Dave has asked for a charter for the flight following group. He suggested a group that will address AFF or will be broader as an "emerging technology" group, and noted that a group is needed that can deal with new technology in aircraft and will have the history to track it.

Larry: Bob Roth asked about structural monitors in airtankers and wants to use the same structure as structural health monitor. Al: That system has the capability to send all types of data. Three systems are now in use: One will only do AFF, then there's data transmission and voice transmission. Not everything we use today will do data. Dave: That leads me to the charter for a group for emerging technology. This would be a new group under the Operations Oversight Team. Dave will ask Bob Roth to work on a charter to steer toward emerging technologies. Mike: IT projects need to be directed to the Business Oversight

Team. Larry: Troy Majors is the focal point for fire and aviation emerging technologies. Dave: Another example is the fire map system that a group could focus on so we have one point as the contact. Al: Funding has been from the FS for AFF to this point. There has been some suggestion that as equipment gets installed, some subscription go back to the using agency.

3. **Naming AMC committees.** Groups choose their own names. Dave recommended that a standard naming protocol be used.
4. **Helicopter efficiency and type categories.** IHOPS has three recommendations. It proposes to increase information when ordering helicopters prior to 2005, to allow dispatch to fill an order with more specifics included so they don't get "one size fits all." The helicopter performance and cost proficiency tool provides even more specifics about individual helicopters, allowing orders from the field to be more specific to match field requirements with the aircraft capabilities, price, location, etc., to maximize efficiency. This will require dispatcher training and may have some effect on soliciting. BLM is in the process of writing a plan that will identify the structural health monitoring process, focusing on the highest risk aircraft because of budget considerations. This information will be shared when the plan is completed.

Aircraft physical security (Al Rice). The contract season is here and DOI policy is imminent. Mike: Dan Fowler called to say that security needs to be in the 350 series DM, not law enforcement. Dave: The Aviation Oversight Team has the draft and was told that it's near final approval. Al: Some contracts have the language now. The aircraft will have to be modified for those that don't have the language in the contract. We're in the middle of the final CWN rewrite that should be done the week after next. This is a 3-year contract. Knowing that DOI policy is around the corner, we're trying to implement language based on that draft. Everyone at the aviation manager level is aware of it. DOI will provide FS with the dual-lock language. Larry: The focal point was Tim Melcher, who moved from Fire and Aviation and handed it to Scott Cochran, focal point for the DC office. Larry will have Scott contact Al. Kris said that she has asked Dan to send the information to Ron Hanks. Mike: When law enforcement picked up the ball with operations, it moved quickly forward. Dave: The first draft was all about permanent facilities that we don't operate out of, the majority of the time. The Working Group said to go to the lowest common denominator. Larry will have Scott contact the law enforcement people. Al: This needs to be done between now and the final CWN rewrite.

Interagency Aviation Training (Kris Damsgaard). The Steering Committee includes a member from each DOI bureau and three representatives of the Forest Service. Kris distributed copies of the report.

1. **A-200 Accident Review.** DOI AM has developed this online training that includes the details and lessons learned from DOI and USFS accidents.
2. **Grand Canyon Airspace module.** DOI AM has developed online training to replace the video. The cost was \$20,000; the USFS paid \$5,000.
3. **ACEs.** Three ACEs were completed last year (Orlando, Boise, and Anchorage) and students from DOI and USFS completed 4,475 classes.
4. **A-207 Aviation Dispatcher module.** A good portion this training is being put online as a course prerequisite, reducing the classroom time from 8 to 2 hours.
5. **IAT Coordinator position.** Susie Bates accepted this position in March 2004.
6. **A-110 Aviation Transport of Hazardous Materials revision.** This class was revised as a result of this year's changes in the handbook/guide and in the DOT-E 9198.
7. **Water ditching and survival instructor standards.** These have been revised as a result of concerns about liability. Ron Hanks approved these for the USFS and Jack Finley is the only certified FS instructor at this time. Train-The-Trainer classes will be held for the IAT module A-312, Water Ditching and Survival.
8. **A400 level course development.** In response to student requests for higher levels of information, the IAT Steering Committee decided to develop advanced courses. These will first be presented at the FY2005 ACEs.
9. **Online module development.** In 2005, all A100 and A200 level modules will be online. Those needed to be completed and scheduled for 2005 development (are: A103 (FAA NOTAM, A-200 (Accident Review), A-203 (Basic Airspace), and A-205 (Risk Awareness)).

10. IAT funding. The Steering Committee would like to formalize interagency funding for IAT. Nothing is in place right now that guarantees funding from the FS. Larry: USFS money is restricted to funding to the region and training funds go to Region 5. Performance measures would be a big help. He will take the budget to DC to try for other avenues.

Hazmat handbook update. (Kris Damsgaard). Larry will send Kris the FS changes. The current exemption expires the end of February 2005. The committee is trying to remove the extra person from the exemption. Tom Monterastelli and Kevin Hamilton have pictures to show that the extra person would not be able to access the handbook if there were a problem.

Next meeting. No date was set but the week of February 21, 2005, looked best.